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Family Trade Solicited.

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TO HANDLE
MACHINERY.

We carry in stock a special 4-strand-
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This rope is 25 per cent stronger than
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We also carry extra strong blocks,
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A full stock of well-boring rope.
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ing office. The publisher of Hawaii
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Y. SOGA, Editor.

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JOSEPH FERNANDEZ, Prop.,
Arlington Hotel. Hotel Street.

NEWS OF THE WATERFRONT

VESSELS IN PORT.

ARMY AND NAVY.
U. S. tug Iroquois, Pond.
U. S. battleship, Wisconsin, Reiter,
from Bremerton; anchored off port
October 23.

MERCHANTMEN.
(This list does not include coasters.)
Andrew Welch, Am. bk., Drew, San
Francisco, October 14.
Falcon, Am. schr., Burgeson, Albion,
October 23.
Florence, Am. sp., Spicer, Tacoma, Sep-
tember 29.
Henry Wilson, Am. schr., from Taco-
ma, October 2.
Irmgard, Am. bkt., Schmidt, San
Francisco, October 22.
Macon, Am. ss., Jensen, Seattle, Octo-
ber 22.
R. C. Slade, Am. schr., Sonerud, Gray's
Harbor, October 19.
S. G. Wilder, Am. bkt., Jackson, San
Francisco, October 14.
S. N. Castle, Am. bkt., Nilson, San
Francisco, October 15.
Sirene, Ger. sp., Sauermilch, Bremen,
October 3.
Tillie E. Starbuck, Am. sp., Curtis, San
Francisco, October 21.

Steamer Movements.

STEAMERS TO ARRIVE.

Name	From	Date
Aorangi-Victoria, B. C.	Oct. 25	
America Maru-S. F.	Oct. 25	
Senoma-S. F.	Oct. 25	
City of Peking-S. F.	Nov. 7	
Alameda-S. F.	Nov. 9	
Gaelic-S. F.	Nov. 14	
Ventura-S. F.	Nov. 20	
Hongkong Maru-S. F.	Nov. 23	
Moana-Victoria, B. C.	Nov. 23	
Alameda-S. F.	Nov. 23	
China-S. F.	Nov. 29	
Doric-S. F.	Nov. 29	
Sierra-S. F.	Dec. 11	
Nippon Maru-S. F.	Dec. 18	
Mlowers-Victoria, B. C.	Dec. 21	
Alameda-S. F.	Dec. 21	
Peru-S. F.	Dec. 25	

TO DEPART.

Name	For	Date
Ventura-S. F.	Oct. 25	
Hongkong Maru-S. F.	Nov. 1	
China-S. F.	Nov. 1	
Alameda-S. F.	Nov. 12	
Sierra-S. F.	Nov. 19	
Doric-S. F.	Nov. 19	
Mlowers-Victoria, B. C.	Nov. 20	
Nippon Maru-S. F.	Nov. 25	

More Americans in Our Navy.

During the fifteen years which have
elapsed since the rehabilitation of the
American navy was inaugurated there
has been as marked a change in the
character of the Yankee man-of-war-
man as in the character of the ships
he mans. From the tar of the 'eighties
century to the new century there is as
long a step in advance as from the
obsolete wooden warship of the former
period to the steel fighters of Manila
Bay and Santiago.

Of the several factors in this change
of personnel, foremost in importance
is the strong Americanism of the pres-
ent crews of our warships. Twenty
years ago hardly 20 per cent of our
man-of-war-men were native born,
and not 50 per cent, even, naturalized
citizens. Today fully 90 per cent are
American citizens, and nearly 70 per
cent are American born. The enormous
number of aliens in the old navy was
the source of many a gibe, and the
multiplicity of foreign languages and
strong accents heard in the forecastles
of our ships was the cause of frequent
amusement to the American officers
and their civilian visitors. Scandinavians
were, perhaps, the most numer-
ous class of aliens, followed by Rus-
sians, Englishmen, Frenchmen, Span-
iards, Greeks, Italians, Hollanders,
and even Kanakas and Malays.

As the he steadily given way before
the influx of bright young Americans
who, attracted by the growing popular-
ity of the new navy and solicited by
the wise efforts of the later recruiting
officers, have been entering the service
for some years past. The apprentice
system, which is limited to American
youths, has done much in this direc-
tion, but, aided by the glorious adver-
tisement given to the navy by the
Spanish war, and the chances for ex-
citing active service offered by the last
three years, the recruiting officers
have recently adopted two new plans
for securing Americans for the navy.
One of these is the opening of recruit-
ing offices in the interior States, and
thus reaching the thousands of young
men who, although having a taste for
seafaring, had not hitherto had an
opportunity for enlisting, owing to
their remoteness from the seaboard
and the recruiting ships. The other
plan, somewhat resembling the appren-
tice system, but open to those of more
mature years, is the maintenance of
a number of training ships for land-
men. These ships, with a nucleus of
experienced seamen, are schools for
those who have never been to sea, and,
owing not only to the fine facilities
they offer, but to the intelligence of
the average American and the rapidity
with which he learns, these vessels
have proved highly successful in turn-
ing out periodically large numbers of
trained recruits for the regular cruis-
ing vessels.

As a result, the forecastles of our
men-of-war now ring with clear Eng-
lish language, and the hours of leisure
of duty are enlivened by the latest
forms of American mirth and humor.
"rag-time" songs and national melo-
dies generally. Every ship now has its
baseball and football teams, and the
allotments of their pay sent by the men
through the paymaster go to Ameri-
can addresses, instead of to Norway,
Finland, Greece, and other foreign
lands.

With this Americanizing of the crews
have come many other decided im-
provements. The man-of-war-man to-
day is more respectable, respected and
liberty-breaking than twenty years ago.
Liberty-breaking is rarer, drunkenness
is decidedly less, and good behavior
on shore is now the rule rather than
the exception. Where, formerly, the
greater number of liberty men, the more
they left their ship, thronged
pell-mell into the nearest dives, they
now go to the better districts of the
cities, attending the good theaters, vis-
iting their families and friends, for
Jack is not often nowadays the friend-
less waif of the past—and returning
aboard ship clean, sober, and ready for
work.

Another innovation is the general
youth of our man-of-war-men. The
average age is not over thirty, while
gray heads are now very rare in the
service. In the old days, too, the petty
officers—boatswain's mates, coxswains,
quartermasters, gunners' mates, etc.—
were nearly all elderly men, often
seemingly chosen for length of service
rather than for fitness. This is not so
now. The majority of the present pet-
ty officers are alert, active, intelligent
young men, men of mental capacity
and zeal, as well as physical activity
and endurance. It is very common to

see a petty officer of considerable rank
not over twenty-five years of age, or
even younger. A score or more of
years ago he would probably have been
forty, fifty, or even sixty years old.

For a long time the navy has been
criticized for the fact that in it an
enlisted man could not become a com-
missioned officer, as in the army, where
many officers are annually created
from the ranks. But Congress has re-
cently partly remedied this by author-
izing the annual appointment of six
ensigns in the navy from among the
gunners, boatswains, and warrant ma-
chinists of the navy, below the age of
thirty-five years. It is thus possible
for an enlisted man to become a com-
missioned officer without having to
pass through Annapolis, and the effect
on the enlisted force, it is hoped by
the authorities, will tend to better still
more the quality of the latter.

On the whole, the enlisted force of
the United States navy never had as
good material as it has today. It is
composed for the greater part of
bright, respectable young Americans,
and it is the aim of the navy depart-
ment to have it ultimately practically
wholly so composed.

ARTHUR H. DUTTON,
Late Lieutenant, United States
Navy.

Expensive Royal Yachts.

King Edward's new yacht, the "mis-
sit," about which so much is now being
written, is not the only royal pleasure-
boat which has cost millions. The King
of Siam's yacht, the Maha-Chakri, which
means "the most beautiful craft," and
that little brown ruler considerably over
\$5,000,000. She is a marvel of Oriental
splendor in her interior fittings, and is
armed as a gunboat.

The Czar of Russia has no less than
five yachts at his disposal, all of them
expensive boats. The most costly of
them is the Pole Star, which cost about
the same amount as the Maha-Chakri.
The furnishing of the Pole Star, says the
New York Press, is of luxurious splen-
dor. The deck of the main saloon is of
red, black and white marbles set in mo-
saics, and in the middle of the apart-
ment is a fountain, beautiful and ornate.
The baths, cabins and other apartments
for the imperial owner and his guests
are fitted in costly woods and beautiful
marbles, and the draperies and other
decorations are of the most gorgeous
description.

The czar does not use the Pole Star
much now, preferring the Standart,
which is also a thing of beauty and lux-
ury. The Standart is of 4,334 tons regis-
ter, and represents an outlay of some-
thing over \$2,500,000. The arrangements
for lighting the Standart are most com-
plete. She is lighted by electricity, and
has twenty miles of wire installed in her
for illuminating purposes. The Emperor
of Germany's yacht Hohenzollern, on
which he spends so much time, is not so
luxuriously fitted up as the "misfit," the
Pole Star or the Maha-Chakri, but is a
comfortable boat, and well enough fur-
nished for anybody—royal, imperial or
otherwise. The Hohenzollern is armed,
and is really a third-class cruiser de-
voted to yachting purposes.—New York Sun.

British Torpedo Boat Damaged.

LONDON, Oct. 12.—Another torpedo-
boat destroyer, the Vulture, has buck-
led in heavy seas while on her way
from Portsmouth to Portland. She had
to return to Portsmouth, where it was
found that several of her plates were
broken in.

Shipping Notes.

The schooner Twilight will sail for Hilo
today at noon, with a cargo of cement
and lime.

The Selma, which has been lying at the
Wilder wharf for the last week, is now
being scraped and painted.

C. M. Neill, who formerly was a night
inspector on the custom house force, has
received his promotion to the day force
as discharging clerk.

The Andrew Welsh was lying at the
Pacific Mail dock loading sugar yester-
day. She will take on a full cargo of
sugar, and will probably not sail before
November 2.

The steamer Iwalani is lying at the In-
ter-Island wharf, being overhauled. As
she is undergoing quite a bit of repair-
ing, she will probably not go out for
some time yet.

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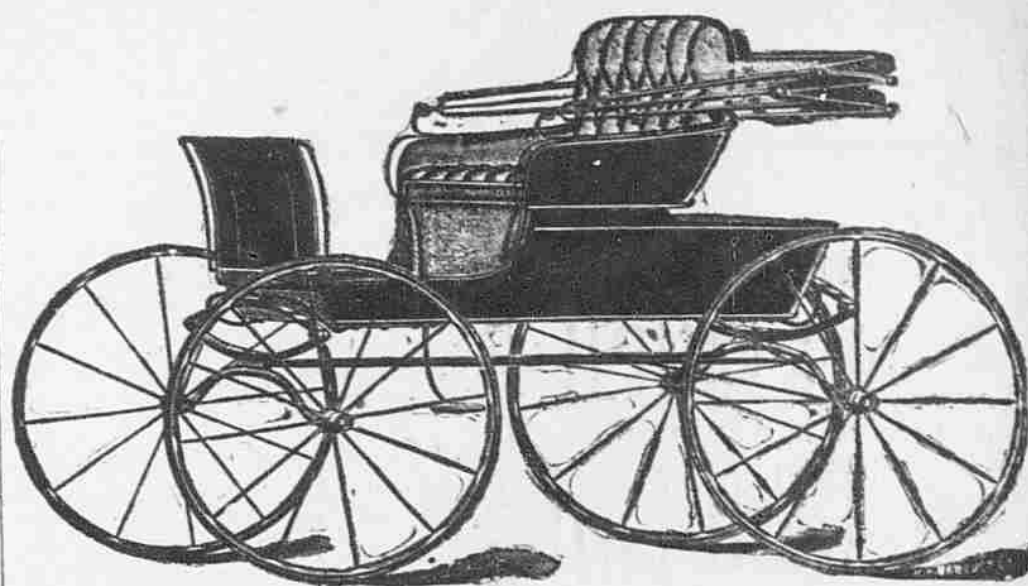
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